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the free air at different latitudes of the temperatures of freezing, 0° Fahr., and 30° below zero. The last chart of the set shows the best aerial routes to be followed by aviators across the North Atlantic Ocean in summer.

No one can study these excellent charts without feeling very deeply the loss which meteorology has sustained in the recent death of Professor Rotch. He truly was a pioneer in a new science.

R. DEC. WARD.

Our Weather. By J. S. Fowler and William Marriott. xi and 131 pp. Maps, ill., index. E. P. Dutton & Co., New York, 1912. 35 cents. 6 x 4.

This is one of the best of the numerous small texts on meteorology which we have seen. It gives, within the compass of 131 pages, a clear, readable and accurate account of the more common meteorological phenomena and observations, with sufficient explanation for the beginner. There are only two or three things which we wish were differently stated. The deflection of the wind from the gradient is still explained in the incomplete way first suggested by Hadley. And, "when rain is frozen, hail is formed," is somewhat inaccurate, even for a very simple primer. On the whole, however, we are much pleased with the little book. It is well illustrated, pleasantly written, and covers the subject in a remarkably successful way. The authors have skilfully avoided going too far into details, and have had space enough to include mention of some human relations of the weather, weather and agriculture, and weather lore. It is worth while to note that of the ten cases at Greenwich since 1841 when the temperature has exceeded 94° , three occurred during the memorable summer of 1911 (p. 30).

R. DEC. WARD.

ECONOMIC GEOGRAPHY

Les Chemins de Fer Coloniaux Français. Par R. Godfernaux. 439 pp. Maps, ill. H. Dunod & E. Pinat, Paris, 1911. $12\frac{1}{2}$ x 9.

This is a handy reference work on railroads built in the French colonies. The author deals mainly with technical methods in vogue among French engineers practicing outside the boundaries of their country. The information given on the resources of the different colonies is of a very general nature and devoid of the interest which will be found in the short accounts of their economic development.

A historical sketch of the exigencies that have led to the building of the several lines precedes their study. This is followed by an account of the construction replete with tales of financial and technical difficulties. All these notes contain data of value to engineers desirous of acquiring information regarding technical practice in districts situated at remote distances from centers of civilization. Great thoroughness appears to have prevailed in the collection of figures on costs and revenues of operation. Equal care has been bestowed on the technical description of the line and the rolling stock in use. While this is not of immediate import to the geographer, the description of the districts lying on either side of the various right-of-ways are not lacking in geographical interest when coupled to a study of these same districts as affected by the lines constructed.

Some forty railroad maps scattered through the text serve to illustrate the gradual penetration of the network of steel tracks in the heart of regions but recently considered as inaccessible. Unfortunately, no scale is given on some of these maps, the incentive to consult them being thereby weakened. Barring this error of omission, their usefulness as regards the location of these oversea French railroads is not questionable.

LEON DOMINIAN.

The Railway Conquest of the World. By Frederick A. Talbot. xv and 334 pp. Ills., index. J. B. Lippincott Co., Philadelphia, 1911. \$1.50. $8\frac{1}{2}$ x $5\frac{1}{2}$.

No better measure of the physiographic aspects of the earth can be found than in the efforts of mankind to subdue them; and the railroads which have penetrated nearly every type of earth structure and climatic condition are

monuments not only of the ingenuity of mankind but also of the wonders of the physical world. In this book there may be found a vast store of information written largely from the engineer's standpoint, but of necessity portraying the varying physical features which advancing civilization is striving to subdue. Each chapter deals with a single enterprise, as "Across Siberia by Rail"; and each is extensively illustrated. The pictures are remarkable and form an invaluable feature. The history of tunnel construction centers around the boring of the Gotthard. Among other topics are the narrow-gauge railroad, an effort to reduce the cost of construction, which reaches its climax in the Otavi line in German South-West Africa; Meigg's masterpiece, the Oroya road; the penetration of Alaska; Rhodes's dream of a Cape to Cairo connection; the difficulties of the desert in building the Pilgrim Road to Mecca; the conquest of heavy rainfall in building the railroad around the lower Congo rapids; Flagler's railroad over the sea to Key West; and the first continental railroad across South America from Buenos Aires to Valparaiso. The romance connected with the construction of these great pathways of commerce is told in a popular vein.

ROBERT M. BROWN.

TEXT BOOKS

The Student's Handbook of Stratigraphical Geology. By A. J. Jukes-Browne. 2nd edition. xiv and 668 pp. Maps, ill., index. Edward Stanford, London, 1912. 12s. 8 x 5½.

The new edition of this well known textbook contains numerous amplifications. The work is restricted to the geology of Europe. The British Isles have been treated with the full degree of comprehensiveness required by the stage of learning of the students for whose use the book is intended. This has not prevented the author from considering stratigraphic succession as a unit in which the strata missing in Great Britain are studied with as much detail as those represented. Thus considered, European stratigraphy is particularly well described. The physical and geographic conditions related to the formation of each of the great series of strata are discussed briefly. They have been restored cartographically in the case of the Lower Devonian, the Upper Trias and the Lower Cretaceous. This constitutes a happy innovation in English textbooks and one which, it is hoped, may be maintained. The new edition also contains more illustrations and maps than the previous one.

LEON DOMINIAN.

GENERAL

The Century Atlas of the World. Prepared under the superintendence of Benjamin E. Smith, A.M., L.H.D. 45 historical and 294 geographical maps (including 168 insets) on 139 plates; index. Vol. XII of the Century Dictionary and Cyclopedia. Revised and enlarged edition, 1911. The Century Co., New York. Not sold separately. 12 x 9.

The chief value of the Century Atlas to the geographer lies in its large-scale maps of the individual states of the United States and of the provinces of Canada. In the inclusion of such maps it is not unlike other general reference atlases published and printed in the United States; it is in the more careful compilation, however, and in the superior mechanical reproduction of its maps that the Century Atlas stands out among current American atlases. Especially in this latter respect it holds a special place in American cartography; however unsuited to the highest quality of map-making the wax engraving process may be, one may well concur with Zondervan (*Allgemeine Kartenkunde*, 1901, note p. 157) in the opinion that the Century Atlas represents the highest type of work that this process is capable of. The credit for this work is due the Matthews-Northrup Works of Buffalo.

The states of the United States are represented on 52 plates. With a few exceptions each state is at least shown on a separate plate; in the case of the more important states, however, two or more plates are devoted to one state. The average scales employed for the various sections of the country are: New